

**DESCRIPTION OF CONDITIONS FOUND
BY USCG INSPECTOR CWO4 BOYER
IN THE ENGINE ROOM ON BOARD
U.S. PASSENGER VESSEL
PORT IMPERIAL NEW JERSEY
ON 21 NOVEMBER 2000**

2 PAGES (INCLUDING COVER)

21Nov00: LTjg Brady & I boarded the PORT IMPERIAL NEW JERSEY to examine the vessel as "Sister Ship" to the PORT IMPERIAL MANHATTAN. We were accompanied by NY Waterways representatives Mr. James Silecchia and Mr. Peter Johansen. Also in attendance was Mr. James Becker - an independent Fire Investigator.

We were tracing involved systems which may have been responsible for a catastrophic fire on the MANHATTAN and trying to provide a training opportunity for LTjg Dayton, CWO Benson, & CWO Satterfield. While examining the wiring in the area of the fire on the other vessel, LTjg Brady and Mr. Becker determined that a cable feed to the wheel house for emergency power supply was installed on the wrong side of the fuse blocks - effectively bypassing the fuses. Additionally, the system appears to have a probable load of 67 amps with 2-100 amp fuses installed and wiring undersized for the load between fuses and the batteries - 4 AWG.

While doing a detailed examination of the battery cable I found evidence of electrical shorting in the cable insulation - a cut with burn marks. With an unprotected and undersized cable showing evidence of a short that could cause a fire similar to that of the sister vessel's, I determined that the vessel is in an unseaworthy condition. I issued a CG-835 not to operate the vessel until proper repairs or system reinstallation could be made. Plans are to be submitted for Coast Guard approval prior to completing the repairs/reinstallation.

CWO4 Kenneth J. Boyer